



# The China Mail.

ESTABLISHED 1843

M. MUMEYA  
JAPANESE PHOTOGRAPHER  
All kinds of Photographs  
Work done in latest styles  
Developing and printing for  
AMATEURS & PROFESSIONALS  
8a, QUEEN'S ROAD  
CENTRAL

No. 14,979.

號七廿月四年一十一百九千一英

HONGKONG, THURSDAY, APRIL 27, 1911.

日九廿月三年三統宣

PRICE, \$3.00 Per Month.

## THORNE'S OLD VAT No. 4 SCOTCH WHISKY

AS SUPPLIED TO THE HOUSE  
OF LORDS AND HOUSE OF  
COMMONS.

Sole Agents:

A. S. WATSON & Co., Ltd.,  
WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

CHINA MUTUAL LIFE IN-  
SURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies Act, England.  
Insurance in Force ..... \$7,505,885.00.  
Assets ..... 8,415,250.00.  
Income for Year ..... 3,568,559.00.  
Insurance Fund ..... 8,216,812.00.

LEFFERTS KNOX, Esq., Hongkong,  
District Manager.  
B. W. TAPE, Esq., Canton,  
District Secretary.  
Alexandra Building.

C. Lander, Esq., Inspector, Hongkong.  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, K.C., C.M.G.  
T. F. Haught, Esq., C. J. Lafrentz, Esq.  
Hongkong, November 16 1909. 1424.

### "CHINA MAIL" CENSUS COMPETITION.

A census of the population of Hongkong  
is to be taken on May 20th, and in order  
that our readers may test their skill in  
estimating the growth of the population  
since the last census the China Mail is  
promoting a competition under three heads,  
asking its subscribers to predict the num-  
bers of—(1) The total civil population; (2),  
Chinese population; (3), European and  
American population. We have, for the  
guidance of competitors, given the figures  
for the last two censuses. All competitors  
have to do is to cut out the three  
coupons, (which will be published singly  
in rotation in this column), fill in their  
estimate and forward them to our office,  
with the words "Census Competition"  
in the top left-hand corner of the envelope.  
Competitors may send in as many coupons  
as they desire. A prize will be given for  
the most correct estimate under each head.  
In the case of a tie the estimate first op-  
erated will be adjudged the winner.

No. 1.—TOTAL CIVIL POPULATION OF  
HONGKONG.

I predict that the total civil population  
of the Colony on May 20th, 1911, will be

Name .....

Address .....

N.B.—The last complete census of the  
Colony was taken in 1901, when the total  
civil population was officially returned at  
285,965. In 1906 a partial census was  
taken, being confined to the original Colony  
of Hongkong and that part of the New  
Territory which lies south of the Kowloon  
range of hills. This partial census showed  
a total civil population of 319,803, but it  
should be pointed out that the portion of  
the New Territory not included in this  
census possessed a population of 85,011 in  
1901.

No. 2.—TOTAL CHINESE POPULATION OF  
HONGKONG.

I predict that the total Chinese popula-  
tion of the Colony on May 20th, 1911, will be

Name .....

Address .....

N.B.—In November, 1906, a partial  
census was taken, this being confined to the  
original Colony of Hongkong and that part  
of the New Territory which lies south  
of the Kowloon range of hills. This  
partial census gave the total Chinese popu-  
lation (land and floating) as 307,383, but it  
should be borne in mind that the portion  
of the New Territory not included in the  
partial census possessed a population of  
85,011 in 1901, the year when the last full  
census was taken. The total Chinese popu-  
lation for the whole Colony in 1901 was  
374,543.

No. 3.—TOTAL EUROPEAN AND AMERICAN  
POPULATION OF HONGKONG.

I predict that the total European and  
American population of the Colony (resident  
and mercantile marine) on May 20th, 1911,  
will be

Name .....

Address .....

N.B.—The 1901 census gave the  
European and American population of the  
Colony as 8,431. At a census taken in 1906  
the figure was 8,595.

### Business Notices.

**W. S. BAILEY & Co., Ltd.**  
Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roots, Bridge Work and  
Engineering Work and Repairs of  
every description.  
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.  
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS  
CONDENSED MILK CO.**  
CHAM (Switzerland) AND LONDON.

**MILKMAID  
BRAND  
Full Cream Milk.**

LARGEST SALE  
IN THE  
WORLD.

As a guarantee of Quality.

**Milkmaid**  
ON EVERY TIN.

Hongkong, December 1, 1910.

**CANTON, MACAO AND  
WEST RIVER  
STEAMERS.**

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Wednesdays 3 A.M. and 1 P.M.  
Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Wednesdays at 7.30 A.M. and 3 P.M.  
Sundays at 7.30 A.M. and 4 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

WUOHOW TO CANTON—Every Monday, Wednesday and Friday, at 8 A.M.

CANTON TO WUOHOW—Every Monday, Wednesday and Friday, at 5.30 A.M.

The S.S. NANNING will be withdrawn for docking on the 27th April about 10  
days.

The above sailings are subject to change.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 4, 1910. 13

**GRAND HOTEL.**  
No. 2, Queen's Road Central.  
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.

Large and airy rooms, luxuriously furnished, Electric Light and Fans through-  
out. Sanitary arrangements of the latest pattern.

**CUISINE UNDER EUROPEAN SUPERVISION.**

Ladies' Attendants, Tea Rooms. Special rates for married families on application to  
the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, November 10, 1909. 1374

**ASTOR HOUSE HOTEL**  
(GATE & DONNAUGHT MOVER).  
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely  
New Management. Large and comfortable rooms. Excellent Cuisine under the  
superintendence of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GAMBLE, Proprietor.

Hongkong, October 3, 1908. 13

"The Beer That's Brewed to Suit The Climate"

**"Just Try It"**

**Oriental Brewery Limited**  
Hongkong

**SINGON & CO.**

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS—Wholesale  
and Retail. Ironmongers, Pig Iron and  
Foundry, Coke Importers. General Store-  
keepers and Shipchandlers. Nos. 20 and  
27, HING LOK STREET, (2nd Street, west  
of Central Market) Telephone No. 515.

Hongkong, September 4, 1909. 1124

**THE GRAND CARLTON HOTEL**

This Temperance Hotel has been established to meet the requirements of those who desire  
all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS "GRAND"

Hongkong.

O. E. OWEN,  
Proprietor.

### Business Notices.

**THE EASTERN ASBESTOS COMPANY,  
HONGKONG.**

SOLE AGENTS FOR  
**THE BELFAM PACKING & RUBBER COMPANY,  
LONDON.**

Contractors to the Admiralty and Leading Shipping Companies.  
Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,  
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.  
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS "CORROGATED," HONGKONG. TELEPHONE No. 601.

**LANE, CRAWFORD & CO.**

NEW CONSIGNMENT OF  
**MACLAREN'S  
IMPERIAL  
CHEESE**

IN PORCELAIN JARS.  
SMALL AND MEDIUM.

AGENTS  
**LANE, CRAWFORD & CO.**

TELEPHONE No. 97.

**Carbolic Bath Soap 20 Per Cent.**

**Carbolic Toilet Soap 10 Per Cent.**

MARGERISON'S BATH TABLETS.

VICTORIA EFFERVESCENT SALINE.

VICTORIA SHAMPOO POWDERS.

**VICTORIA DISPENSARY.**

**Weismann, Limited.**

Bakers, Confectioners, Caterers,  
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 809

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

**PEAK HOTEL**

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,200 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east W. winds in  
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent  
island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms—From \$5 per day Max. Telephone Add: "Peacful."

Town Office. 4, Des Vœux Road.

Hongkong, February 8, 1908.

**THE CLUB HOTEL.**

Best Attention Paid to Guests.

No. 5, Bund, YOKOHAMA

Hongkong, March 1, 1911. 209

### Business Notices.

**GREEN ISLAND CEMENT CO., LD**

**PORTLAND CEMENT**

In Casks of 375 lbs. net

In Bags of 250 lbs. net.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

ARE SHOWING NEW-SPRING GOODS

CONSISTING OF

**NEW DRESSES & DRESS GOODS**

**MILLINERY**

Fancy Collars, Sets, etc., etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

2, FEDDER STREET. Telephone 644.

**NOTICE.**

During Miss Massey's absence in  
Shanghai enquiries for Belfast Barker  
Marine Motors, Maguetos, Coils, Spares,  
etc., may be addressed to

**Messrs ARNDT & Co.,**

38, Queen's Road.

Hongkong August 23 1910.

**J. ULLMANN & CO.**

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of

HIGH CLASS JADE AND CHINESE-MADE

JEWELLERY.

SOUVENIR SPOONS.

THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.

Prices right.

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The Story of the Submarine, from the  
Earliest Ages to the Present Day, by  
Lieut.-Col. Cyril Field. \$5.25

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by Captain A. T. Mahan. 6.50

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Agnes Weston. 2.75

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Pierre LeFebvre. 2.25

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Every-day Ethics: Addresses deliv-  
ered at Yale University. 4.50

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Morris Joseph. 3.10

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Factor in Medicine, by A. T.  
Schiff. 4.50

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Montegazza. 2.75

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Sanity and Insanity, by Charles  
Merriam, M.D. 2.75

The Dawn of the Health Age, by  
B. Moore, M.A. 3.10

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JUST LANDED NEW STOCK

SLAZINGER & AYRES' CHAMPION  
SHIP TENNIS BALLS.

THE LAW OF TRADE MARKS

The Trade-Marks Ordinance of 1909.

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Price \$10.00.

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CHINA.

by Henry Blair Gaybill.

Price \$2.00.

DICTIONARY OF BANKING

A Concise Encyclopedia of Banking Law

and Practice, by W. Thomson.

\$17.00.

THE NEW BOOK OF THE HORSE.

by Charles Richardson, with 22 Coloured  
Plates and numerous illustrations.

\$20.00.

The Fleet Annual and Naval Year Book.

1911, compiled by L. Yerley.

30 cents.

**FINE OLD "AFTER-DINNER" PORTS**

**DOW'S VINTAGE 1890.**

**CALDBECK'S VINTAGE 1896.**

**DOW'S "FOUR CROWN."**

**CALDBECK'S "ROYAL TAWNY."**

**Caldbeck, Macgregor & Co.**

ESTABLISHED 1864.



## Intimations.

**G. FALCONER & Co.,**

LIMITED.  
WATCHMAKERS AND JEWELLERS.  
Telephone No. 983.

## HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

**MEE CHEUNG & CO.,**

ART PHOTOGRAPHER, ICE HOUSE LANE  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs  
CAMERAS FOR HIRE.

**SHIPOWNERS COMPOSITIONS,  
GREYHOUND BRAND  
ANTIFOULING PAINTS.**

SOLE AGENTS:

**OWEN B. WILKS & Co.,**

1st Floor, ALEXANDRA BUILDINGS.  
Phone: 909. Teleg.: WANDEROOS.

**G.P. SPECIAL ANTIFOULING FOR YACHTS.**

Hongkong, December 1, 1910.

**CROWN ROYAL EXTRA CANVAS**

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM

**M. C. THOMSON & CO., LTD.,**

GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS:

**MELCHERS & CO.,**

AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and  
Aerated Water Machines  
ALL ACCESSORIES FOR SAME.

**MELCHERS & CO.**

Make no Mistake  
about it!

**WATSON'S**

**SCOTCH  
WHISKY**

for the best from Dundee. Demand it.

Agents for Hongkong: F. BLACKHEAD & Co.



JOHN OAKEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**

(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, HOJO,  
KANADA, NAMAZUTA, SAYO,  
SHINNEW AND KAMİYAMADA  
Collieries.

SOLE AGENTS FOR KISHIDA  
COAL.

HEAD OFFICE—TOKYO.  
BRANCH OFFICES—

Nagasaki, Moji, Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, Hankow

SOLE AGENTS FOR ABOVE: IWASAKI  
COAL, Ltd., 11, ABO 5th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macdonald &

Co.

SINGAPORE: Messrs Borneo Co.

Ltd.

For particulars, apply to

H. OISHI,

Manager,

No. 2, PADDOCK STREET,

Hongkong.

Hongkong, January 9, 1909.

NOTICE.

BY permission, an address will be

presented from the Precincts of

Hongkong and South China to HIS

MAJESTY KING GEORGE V. on the

occasion of his Coronation.

Signatures have been sent to the

Local Council of the District.

Any Brother not being on the Roll of

one of the said Lodges and who is desirous

of signing the Address may do so by applying

to Messrs KELLY & WALKER, Ltd., or

at the MASONIC HALL, on or before FRI-

DAY next, 28th inst.

Hongkong, April 26, 1911.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND OF TWENTY

DOLLARS per share for the year

1910, and an INTERIM DIVIDEND OF

THIRTY DOLLARS per share for the

year 1911 will be payable on WEDNES-

DAY, the 28th inst.

Warrants may be had on application at

the Office of the Society on and after that

date.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, April 26, 1911.

CHEONG HING.

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURTAINS, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, NO. 77, QUEEN'S

ROAD CENTRAL.

Hongkong, October 13, 1910.

Always in stock at

the Cheapest and

Best Known

House.

THE DRAPERY EMPORIUM

24 Wellington

Street, Close to

D'Aguilar Street Central.

Hongkong, April 18, 1911.

Popular

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, December 17, 1910.

## SUGGESTED GARDEN CITY

## FOR KOWLOON.

## A Co-operative Scheme.

For some considerable time past a move-  
ment has been on foot in the Colony to  
form a garden city in Kowloon, providing  
that suitable land can be acquired from the  
Government. The site suggested is about  
half an hour's walk from Kowloon ferry.  
It is well watered and very little expense  
would be incurred in making a good road  
to the place. The following are the details  
of the scheme which were supplied to us  
some time ago, but which we have held  
over until now in deference to the requests  
of the promoters:

Having in view the high cost of living in  
the Colony, and the still rising tendency in  
the price of all commodities, the following  
notes are presented as briefly outlining a  
scheme for a Co-operative Society to be  
formed for the purpose of establishing in  
the New Territory, conveniently near to  
Kowloon, a Garden City in which families  
may live with greater comfort and more  
economically than is at present possible in  
Hongkong.

Briefly, the proposal is to create a Model  
Settlement in which every house shall have  
its garden plot in which the tenants may  
grow fruits and vegetables for their own  
consumption, and also a yard which will  
serve the purpose of a poultry run, so that  
many of the every-day needs of the  
residents may be met economically.

To build this Garden City the mutual help  
of the Government and the public is indis-  
pensable. Land is abundant and suitable for  
the purpose in the New Territory, and  
provided the capital is forthcoming from  
the public, to whom the idea of a Garden  
City appeals, they should be able to count  
upon the active interest of the Government  
in the project.

The Co-operative Society, after acquiring  
the land, would, decide upon a suitable class  
of house which either the Society itself  
would proceed to build or which individual  
members might build under the aegis of the  
Co-operative Society and with its financial  
assistance at the lowest possible rate of  
interest, but in the creation of a  
Garden City, the "garden" idea  
must be strongly insisted upon, for  
as far as garden produce is concerned  
the object should be to make the  
community entirely independent in this  
respect of the neighbouring markets. Un-  
questionably, all the fruit and vegeta-  
ble supplies that the city would  
need could be grown within city limits,  
and experiments have already proved  
that with a little European supervision  
fruits and vegetables of a quality superior  
to the ordinary market produce can be  
grown successfully and economically in the  
New Territory in close proximity to Kow-  
loon. It is only for us to take advantage  
of the opportunities offering to raise within  
the proposed city limits not only all fruits  
and vegetables needed for the inhabitants  
of the city, but a surplus which might form  
the nucleus of an export trade in seasons  
of abundance.

Those who may regard this scheme as  
Utopian should recall the history of Cali-  
fornia, where gold-mining has not proved  
such a great producer of wealth and com-  
fort as farming and fruit growing, and  
cattle and poultry rearing. What has been  
achieved in the State of California in this  
direction can be achieved on a smaller scale  
in the New Territories under official  
direction. In the creation of a Garden  
City the aim will be to work along these  
lines.

A scheme of this kind cannot but com-  
mand the cordial sympathy and support of  
the Government when approached by the  
Society with a request for help in the way  
of facilitating the project by offering the  
necessary land at a low figure, arranging to  
provide a railway station and a suitable  
time-table for settlers, by opening up roads,  
providing a water supply, public lighting,  
policemen, schools, etc., etc.

The ground in prospect for the city is  
ample and good with the necessary scope  
for farming, gardening, poultry and cattle  
breeding.

The curing and preserving of fruits and  
vegetables are industries which might be  
fostered with advantage, not merely for  
consumption within the city, but for sale  
in the Colony generally. Cattle, poultry,  
etc., are easily reared in the area in prospect.  
Fruits and vegetables have always  
a good market out of the Colony, and with  
an organised institution to push this trade  
good results will come.

Beehives will come, and are easy to  
keep, particularly when they are in the  
middle of gardens well cared for with flower-  
ing plants selected to attract the bees.  
Honey and wax have always been good  
marketable produce. The bee rearing  
industry is another which could be estab-  
lished there.

It is of great importance that the existing  
methods of manuring should be changed.  
The introduction of modern fertilisers  
would do much to improve the land and at  
the same time give to the ignorant Chinese  
farmers practical lessons of which they  
stand in great need. Pasture grass of the  
best grade is indispensable, and should be  
grown all over the barren land and mount-  
ains surrounding the sphere of our pro-  
posed operation in order to improve the  
possibilities of raising cattle suitable for  
our Garden City abattoir. The reforestation  
of the city should be confined to fruit and  
useful wood trees. Fish ponds may already  
be seen on the land. The breeding of  
fresh-water fish, which is a very simple and  
lucrative industry, is to be included in  
the programme.

The site of the proposed city is  
spacious and healthy. There are thousands  
of acres of low and high lands up to an  
elevation of 400 feet affording ample room  
for a city full of gardens, farms and  
orchards, and there is abundance of water.  
Many families in the Colony are ready  
to support the enterprise. Co-operative  
Society adequately financed can enter upon  
this project with confidence in its ultimate  
success for the conditions of life in Hong-  
kong for the working class non-Chinese  
population have become intolerable, and a  
Garden City such as is now proposed would  
command wide popular support.

It is suggested that the Co-operative  
Society should be floated with a capital of  
\$1,000,000 in \$100,000 shares of \$10 each,  
payable \$1 on application, \$1 on allotment  
and in subsequent calls of \$2 each when  
needed, three months' notice of call being  
given, those intending to settle in the  
Garden City to have the preference in the  
allotment of shares.

## Intimations.

FRIDAY,

April 28th,

9.15 p.m.

Philharmonic Concert

Booking

LANE, CRAWFORD & CO.

Hongkong, April 18, 1911.

330

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY, MAY 2ND, at 5.30 p.m.

THE Programme will be made up of

pieces played by request. This is the

list of this series.

VOCALISTS: Mrs. Watts, Mrs. Scho-

field, Mr. Watts, Dr. Schofield.

Hongkong, April 24, 1911.

663

HONGKONG & KOWLOON WHARF

AND GODOWN CO., LTD.

MR. WILLIAM SAMUEL BROWN

will act as SECRETARY of the

above Company during my absence from

the Colony.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

Hongkong, April 25, 1911.

565

THE CHINA-BORNEO COMPANY,

LIMITED.

NOTICE.

DURING my temporary absence from

the Colony, Mr. HENRY WILLIAM

KENNETT will act as MANAGER at

Hongkong of the above named Company.

CHINA-BORNEO Co., Ltd.,

WILLIAM D. JUPP,

Manager, Hongkong.

Hongkong, April 24, 1911.

361

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held

on SATURDAY, April 28th, at 7.45

p.m. at the Grosvenor Rooms. Members

according to be present should notify the

Undersigned, stating at the same time the

number of the guests they propose to ask.

H. L. O. GARRETT,

Hon. Secretary,

(c/o Hongkong Club).

Hongkong, April 18, 1911.

337

THE BIRD IN

THE HAND

(A BIRD IN THE HAND IS

WORTH TWO IN THE BUSH).

"THE bird in the hand" to the

merchant is the customer within

the store. It requires some sort of

attention in the first place to get the

customer there—about the best at-

traction is a real, live advertisement;

something good that will catch the eye

that has been carefully written, arti-

stically compiled and strikingly set up.

Advertisements in the China Mail are the

Overland China Mail read the best.

Look the box and give the best results.

Hongkong, April 12, 1910.

484

STEAM LAUNDRY CO.,

Y. A. U. M. A. T. I.

ESTABLISHED 1899.

THE only successful Steam Laundry in

the Far East. THE ONLY LAUN-

DRY IN THE COLONY UNDER

EUROPEAN SUPERVISION.

Filtered Water. Regular Delivery.

Finest and undergar washed by skilled

Japanese.

Monthly rates quoted. Dry cleaning a

speciality. Depot No. 4, Bunsenfield

Arcade. Tel. K32.

R. WOOD

Manager

Hongkong, January 27, 1911.

134

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT

GUARANTEED.

Gillette Safety Razors.

AUTO STROPS.

Kropp Razors,

Bencoll Razors,

Mab Razors.

Hongkong, Sept. 20, 1910.

1814

## Intimations.

**Scientific**

## OPTICAL KNOWLEDGE

conscientiously applied insures you a

perfect fit in the way of glasses.

If your eyes trouble you see

us and have the satisfaction of know-

ing the cause.







## HONGKONG AVERAGE MARKET PRICES.

Compiled on Thursday, April 20th, 1911.  
At 100 cents per Dollar American.

## Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung Pa	lb	20
Corned—Hau Ngau Yak	lb	22
Roast—Shiu	lb	22
Breast—Nga Lam	lb	15
Soup—Tung Yuk	lb	20
Steak—Nga Yuk Pa	lb	22
Sirloin Coton—Nga Lau	lb	20
Sausages—Nga Chung	lb	20
Bullock's Brains—Kwong	per set	50
Tongue fresh—Nga Li	each	60
Corned—Hau Ngau Li	lb	20
Head—Nga Tau	lb	12
Heart—Nga Sun	lb	12
Hump, Salt—Nga Kin	lb	18
Feet—Nga Kark	each	8
Kidneys—Nga Yiu	lb	10
Tail—Nga Mei	lb	12
Liver—Nga Kon	lb	12
Tripes (undressed)—Nga To	lb	10
Calve Head & Feet—Nga-din-lau-kark	set	81
Mutton Chop—Yeung Pei Kwai	lb	22
Legs—Yeung Pei	lb	22
Shoulder—Yeung Shau	lb	20
ies—Chitlings—Chu Chong	lb	22
Brains—Chu Kwong	per set	24
Feet—Chu Kark	lb	12
Fry—Chu Chak	lb	25
Head—Chu Tai	lb	10
Heart—Chu Sun	each	18
Kidneys—Chu Yiu	lb	10
Liver—Chu Yen	lb	30
Pork Chop—Chu Pak Kwai	lb	20
Corned—Hau Chu Yuk	lb	24
Legs—Chu Pei	lb	24
Fat or Lard—Chu Yau	lb	20
Sheep's Head and Feet—Yeung Tau Kark	set	50
Heart—Yeung Sun	each	6
Kidneys—Yeung Yiu	lb	9
Liver—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	lb	22
Suet, Beef—Sang Nga Yau	lb	20
Mutton—Sung Yung Yau	lb	22
Veal—Nga Chai Yuk	lb	20
Sausages—Nga Chai Chung	lb	20

## Poultry.

Chicken—Kai Chai	lb	32
Capon, Large, Small—Siu Kai	lb	30
Ducks—Ap	lb	33
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tui	per doz	24
Fowls, Canton—Kai	lb	36
Hainan—Hoi Nan Kai	lb	30
Geese—Nga	lb	22
Goose, Wild—Siu Kai	lb	30
Musk, Deer—Wang Kung	each	—
Hare, Shanghai—Ta Chai	lb	—
Partridge—Chu Khoo	lb	—
Pheasant—Shau Kai	lb	—
Pigeons, Canton—Pak Kung	each	30
Huiliow—Hoi Hoi Pak Kung	lb	20
Quail—Um Chun	lb	22
Rice Birds—Wu Fa Chuk	dozen	—
Snipe—Siu Chai	each	18
Turkeys, Cook—Phor Kai Kung	lb	75
Hen—Nga	lb	50
Wild Ducks—Shai—Shang Hoi Sui Ap	pair	—
Luo—Sui Ap Chai	lb	80
Wild Ducks Canton—Sung Shing Sui Ap	lb	—

## Fish.

Farbel—Ka Yu	lb	11
Dressin—Bin Yu	lb	15
Canton Fresh Water Fish—Hoi Sin Yu	lb	16
Carp—Li Yu	lb	20
Catfish—Chik Yu	lb	18
Codfish—Mung Yu	lb	16
Crabs—Hoi	lb	20
Cuttle F—Muk Yu	lb	14
Dab—Sa Mang Yu	lb	14
Dace—Wong Mei Lun	lb	10
og Fish—Tui Sa	lb	10
Eels, Congor—Hoi Mann	lb	16
Fresh water—Tun Siu Yu	lb	15
Eels, Yellow—Wong Sin	lb	28
Prage—Tien Kai	lb	32
Jaroupe—Sek Pan	lb	52
Gudgeon—Pak Kung Yu	lb	12
Herrings—Two Pak	lb	18
Halibut—Cheung Kwan Kung	lb	23
Lobster—Wong Fa Yu	lb	15
Loach—Wu Yu	lb	25
Mackerel—Chi Yu	lb	24
Monk Fish—Mong Yu	lb	24
Mullet—Chai Yu	lb	24
Oysters—Sung Hoi	lb	20
Parrotfish—Kai Kung Yu	lb	15
Perch—Tui Lau	lb	10
Pike—Fa Paw Pong	lb	10
Plaice—Pan Yu	lb	18
Pomfret, Black—Hak Chong	lb	20
Pomfret, White—Pak Chong	lb	28
Prawns—Ming Ha	lb	48
Ray—Fai Pa Sa	lb	4
Rock Fish—Sek Ka Kung	lb	10
Roach—Tun Yu	lb	10

Salmon—Ma Yau Yu	lb	20
Shark—Sa Yu	lb	10
Skate—Po Yu	lb	10
Shrimps—Ha	lb	28
Snapper—Lap Yu	lb	24
Soles—Tat Sa Yu	lb	22
Turbot—Wan Yu	lb	18
Turbot—Chu Hoi Yu	lb	20
Turbot, small, fresh water—Kork Yu	lb	58
White Bait—Nga Yu Chai	lb	—

## Fruits.

Almonds—Hung Yu	lb	25
Apples (California)—Kam Sun Ping Klu	lb	25
(Chefoo)—Tin Chun Ping Kho	lb	15
Small—Lai Tong	lb	—
Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—San Shing	lb	3
Hong Chai	lb	3
Bananas, (brides), Macao—San Hoiung Chiu	lb	3
Cherries, Chinese—Fong Lat	lb	14
Cambodia—Yeung Tui	lb	—
Cocoanuts—Yeh Tai	each	10
Lemons, China—Ning Moong	lb	6
America—Kam Sun Ning Moon	lb	—
Lichens Dried—Lai Chi, Small Stone	lb	20
Fresh—	lb	—
Limes, (Siam)—Sai Kung Ning Moong	each	8
Mango, Manila—Lai Sung Meng	lb	12
Mangosteen—San Chuk Tao	doz	—
Oranges, (Canton)—San Shing Tin Ching	lb	15
Oranges Sweet—	lb	15
Pears, (American)—Kam Sun Shoot Lay	lb	—
(Canton), Cooking—Sa Lay	lb	10
Peaches—Fa Sang	lb	10
Peaches Large—Hung Chio	lb	—
Pine-apples, 1st quality—Poon Tai Paw Law	each	10
2nd—	each	10
Plantain—Tai Cheu	lb	3
Plum, Swatow, Hung Lai	lb	—
Pumelo, Siam—Chin Lo Yau	each	25
Shanghai—Lo Kwai	lb	—
Walnuts—Hoi Tui	lb	15
Green—Sung Hoi Tui	lb	—
Water Melon—(Am.) Kam Sun Sai Kwai	each	—
(China) Sai Kwai	each	—
Grapes—Sung Po Tai Tui	lb	—

## Vegetables &amp;c.

Artichokes, Shanghai—Sheung-hoi Ah	lb	10
Chi Cheuk	lb	10
Bours, (French), Macao—Oh Moon Pin Tai	lb	—
(French), Shanghai—Shung Hai	lb	—
Spinach—Ah Chai	lb	—
Lou—Tung Yu	lb	—
Best Root—Hung Chai Tui	each	2
Brinjals, Green—Chung Yuen	lb	4
Red—Hung Ker	lb	5
Cabbage, Chinese, con—Kai Choy	lb	8
Cabbage Red—Hung Yeh Choy	lb	8
Cabbage, Shanghai—Yeh Choy	lb	8
Cane Shooks, bunch—Kau Shun	lb	6
Cauliflower, Large size—Tai Yeh Cho Fa	each	18
Medium size—Cheung Yeh Cho Fa	each	12
Small size—Sai Yeh Chai Fa	each	10
Carrots—Kam Shun	lb	6
Calary, Chinese—Tung Kai Chai	lb	8
English—Yeung	lb	8
Chillies Dried—Gon Lai Chiu	lb	13
Red—Hung Fui	lb	10
Green—Ching Lai Chiu	lb	8
Curry Stuff, English—Kai Jao Chai Lie	lb	10
Cucumbers—Ching Kwa	lb	3
Bitter Squash—Fa Kwa	lb	6
Garlic—Que Tui	lb	6
Ginger, young—Sun Tse Keung	lb	6
old—Lo Keung	lb	6
Horse Radish, Shai—Lak Kan	lb	10
Indian Corn—Sek Mei	each	—
Lettuce—Yeung Sang Chai	lb	1
Water Cress—Ma Tai	lb	10
Mandarin—Kwai Lam Ma Tai	lb	6
Mushrooms, Fresh—Sung Cho Koe	lb	8
Musk Melon, Amer—Kam Sun Hong Kwa	each	—
Okra—	lb	—
Onions, Bombay—Yeung Chong Tau	lb	8
Green—Sung Chong	lb	5
Shanghai—Shang-hoi Chong Tau	lb	6
Papaw, 1st qual—Tai Mau Sau Kwa	each	—
2nd—	each	—
Parsley—Kun Chai	lb	6
Green Beans—Ching Tau	lb	8
Potatoes, Sweet—Fan Shu	lb	—
Shanghai—Shang-hoi Shu Tai	lb	—
Japan—Yat Poon Shu Tai	lb	—
American—Fa Ki	lb	—
Foculow—Fook-chow Shu Tai	lb	—
Pumpkin—Tong Kwa	lb	3
Radish—Hung Lo Pak Tai	lb	—
Khalab (Fresh)—Tai Wong	lb	—
Sage—Tao So	lb	—
Shallots—Gon Chung Tau	lb	—
Spinach—Yin Chai	lb	—
Tomatoes—Fan Ker	lb	—
Taro—Wu Tau	lb	—
Turnips, Punt, (Long)—Lo Pak	lb	—
English—Yeung Lo Pak	lb	—
Vegetable Marrow—Chik Kwa	lb	—
(Am)—Kam Sun Chit Kwa	lb	—
Water Cress—Sai Yeung Chai	lb	—
Jelly root—Lai Ngai	lb	—
Yam—Ta Shu	lb	—

Horse, Radish, Sh'ui, - Luk Kan	10	力根米
Indian Curry, - Suk Mai	each	生菜
Lettuces, - Young Sang Choi	1	馬蹄
Water Cress, - Ma Tai	16	桂林馬蹄
" Mandarin, - Kwai Lum Ma Tai	6	生草菇
Mushrooms, Fresh, - Sang Cho Kwo	"	金山香瓜
Musk Melon, Amer. - Kan-san Hong Kwa	each	葫
Okraes, - "	lb	葫
Onions, Bombay, - Young Chong Tau	8	葫
" Green, - Sang Chong	5	葫
" Shanghai, - Shung-hoi Chong Tau	6	葫
Papaw, lat quai, - Tai Man Sau Kwa	each	葫
" Sad Chong	"	葫
Parley, - Kun Cho	"	葫
Green Peas, - Ching Tau	8	葫
Potatoes, Sweet, - Fan Shu	"	葫
" Shanghai, - Shung-hoi Shu Tai	"	葫
" Japan, - Yut Pen Shu Tai	"	葫
" American, - Fa Ki	8	葫
" Foochow, - Fook-chow Shu Tai	"	葫
Pumpkin, - Tong Kwa	3	葫
Radish, - Hung Lo Pak Tai	"	葫
Rhubarb (Fresh), - Tai Wong	4	葫
Sage, - Tao So	"	葫
Shallots, - Gon Chung Tau	8	葫
Spinach, - Yin Choi	"	葫
Tomatoes, - Fan Ker	"	葫
Taro, - Wu Tau	"	葫
Turnip, Punt, (Lough), - Lo Pak	3	葫
" English, - Yeung Lo Pak	"	葫
Vegetable Marrow, - Chit Kwa	"	葫
" (Am.) - Kan-sau Chit Kwa	"	葫
Water Cress, - Sai Yeung Choi	6	葫
" Jilly root, - Lin Ngau	"	葫
Yams, - Tai Shu	5	葫

The prices necessarily vary from day to day and the Sunday Board has no power to compel wholesalers to sell at the prices quoted.

W. BOWEN-BOWLANDS,  
Secretary, S.W. Board.



## SHIPPING.

## VESSELS LAST REPORTED.

## BUTTERFIELD &amp; SWIRE.

Ajao, left Saigon, April 8.

Achilles, left Liverpool, April 14.

Achilles, left Yokohama, May 1.

Achilles, left Liverpool, April 8.

Antioch, left Hongkong, April 24.

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## HAMBURG-AMERICA LINE.

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## Hotels.

## THE

STATION HOTEL,  
NATHAN ROAD,  
KOWLOON.ELECTRIC LIGHT AND FANS.  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.Private Dining Room.  
EXCELLENT CUISINE.Tel. No. K120. Tel. Address "TRAMWAY".  
For Particulars apply to  
THE MANAGER.  
Hongkong, March 1, 1911.VICTORIA HOTEL,  
LATENEW AMOY HOTEL,  
KULANGSU.UNDER NEW MANAGEMENT.  
Good Food, Clean Rooms, each with  
Separate Bathroom.REASONABLE CHARGES.  
Two minutes walk from the principal land-  
ing place.BAR, BILLIARDS AND BOWLING  
ALLEY.Chas. A. Mutton  
Proprietor.  
Hongkong, January 3, 1911.VICTORIA HOUSE,  
10, QUEEN'S ROAD CENTRAL.(For Floor).  
CENTRALLY SITUATED. Up-to-Date  
Boarding House. Recently renovated  
and under entirely new management. Large  
and comfortable rooms and excellent  
Table. Hot and Cold Baths. Electric  
Light throughout. Terms Moderate.  
For Particulars and Rates, Apply to  
LILLY KAHN, Manageress,  
Hongkong, October 13, 1910.KING EDWARD HOTEL,  
A  
HIGH-CLASS HOTEL.LADIES AFTERNOON TEA-ROOMS.  
PRIVATE BAR AND BILLIARD ROOM.  
Hot and Cold Water throughout.  
Electrically Lighted.Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
TABLE D'HOIE AT SEPARATE TABLES.  
Tel. Address "VICTORIA", Hongkong.  
For terms, etc., apply to the  
MANAGER.  
Hongkong, October 2, 1908.BRASSIDE  
PRIVATE HOTEL.STANDING in its own grounds with  
Tennis and Croquet Lawns, Large  
Aire and Well-Furnished Rooms, Every  
home comfort. Fine View of the Harbour.  
Telephone No. 620.  
Apply to  
MRS. F. W. WATTS,  
Brasside, 20, Macdonnell Road,  
Hongkong, September 2, 1908.'KINGSCLERE'  
PRIVATE HOTEL.APPROACHED from Kennedy Road  
and Macdonnell Road.Tel. No. 124. Tel. Address "SACMONT".  
A.B.C. Code 4th Ed.  
Electric light, hot and cold water through-  
out. Billiards, tennis, croquet, putting  
green and fine stabling for horses.  
Proprietress, Mrs. F. SACHSE.  
Hongkong, September 1, 1908.S. HANDA.  
JAPANESE MASSAGIST.2nd FLOOR.  
No. 60, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
NEAR THE POST OFFICE.  
Hongkong, April 22, 1911.



## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 80 Years WATSON'S 'E' has maintained the reputation of the **FINEST SCOTCH WHISKY** in the FAR EAST.

A. S. Watson &amp; Co., Ltd.,

ALEXANDRA BUILDINGS.

## S. MOUTRIE &amp; Co.,

LIMITED.

## THE

## HOME

OF THE

## VICTOR

NEW RECORDS AND MACHINES

BY

EVERY MAIL

THE

## MOST UP-TO-DATE

## STOCK

300 Machines

and

12,000 Records

TO SELECT FROM.

Hongkong, April 16, 1907.

## WM. POWELL

LIMITED.

## NEW

## MILLINERY

TRIMMED AND

SEMI-TRIMMED

POPULAR &amp; ELEGANT

SHAPES.

A

CHARMING VARIETY

OF

## HATS

READY TO WEAR.

Very Moderate Prices.

## EMPIRE

CINEMATOGRAPE THEATRE.

THE PIONEER HALL OF THE COLONY  
Opposite Central Market.

Performances: 7.15 to 9 and  
9.15 to 11.30 p.m.

The celebrated Italian Operatic Artists  
SIGNORINA SALVATI AND  
SIGNOR FALANTO.

TUESDAY

The Grand New Film "Semiramis"

The Great Soprano

Miss BASCONE

English, French and Italian Songs.

these hours are in the day-time, when the conditions are not nearly so helpful for long-distance speaking as they are at night. This setting aside of the hours from 6 to 8 a.m. and from 5 to 7 p.m. for the use of mercantile ships has been found necessary in order to preserve to His Majesty's Navy a certain well-defined portion of every day. But is it a reasonable and just apportionment of facilities which gives the Navy 20 hours every day and ordinary shipping only the remaining four? In our view the answer is decidedly not. It may be suggested, in defence of the existing arrangements, that while it is true that ships of commerce can only receive and despatch messages during a very limited portion of each day, the fact that the Naval installations would be in operation at all other hours would practically ensure, news of an urgent character being picked up by the Service, so that serious occurrences, such as the disaster to the Asia, would quickly be known in the Colony. We do not pose as experts on the technical aspect of wireless telegraphy but we understand that certain "wave lengths" are invariably used by Naval authorities, and that others, quite distinctive therefrom, are worked by mercantile vessels, so that a message despatched by an ordinary liner would stand a very good chance of never being picked up by a cruiser at all. The position, therefore, is much less satisfactory than it would seem at first sight; certainly, far too much is left to chance.

We contend that, if it is desirable for specified times to be allotted respectively to the Navy and to mercantile shipping, the privileges should be far more evenly divided than they are at present. No-one will dispute the desirability, or even the right, of preference being given to the Navy in time of war, but when peace prevails it is surely not too much to ask that if any preference, is to be shown it shall be voted to Commerce. Of course, it may be necessary that Naval operators need to keep fairly constantly at work in order that they may reach that standard of perfection which would be absolutely needed in time of war. If that is so, and a good case can be made out along those lines, then perhaps the preference might still be retained by the Navy. Be that as it may, no-one can seriously contend but that the present balance of advantage badly needs some adjustment in favour of Commerce, and it is to be hoped that the shipping firms will strike while the iron is hot and secure a more liberal acknowledgement of their rights in this matter.

## SIAMESE PRINCE'S VISIT.

His Royal Highness Prince Chakrabong of Siam made a quiet landing at Bluff Pier yesterday. He was accompanied by the Duchess of Finsland, his wife and Capt. Agg. K.O.Y.L.I., and was met on landing by Sir Paul Chater, C.M.G., Consul for Siam. The party at once entered a motor car and did a round of sight-seeing, calling at Marble Hall, Sir Paul Chater's residence, and eventually visiting Government House, where a luncheon was given in their honour. The guests included a large number of well-known residents, all of whom were personally presented to the Prince and the Duchess of Finsland. Luncheon was served in the ball-room, and those seated at table were:—His Excellency the Governor and Lady Lugard, His Royal Highness Prince Chakrabong, the Duchess of Finsland, Colonel Sir John, Colonel and Mrs. Bedford, Hon. Dr. Ho, Hon. Mr. W. and Mrs. Chater, Sir Henry Berkeley, Sir Paul Chater, Bishop and Mrs. Oldham, Bishop Poon, Hon. Mr. and Mrs. Brewin, Mons. G. Liebert, Mons. Padoux, Mrs. Anderson, Hon. Mr. G. Clements, Commodore and Mrs. Eyres, Mrs. Alabaster, Major Woodridge, Hon. Mr. and Mrs. Pollock, Hon. Dr. and Mrs. Atkinson, Hon. Dr. Ho, Mr. Dr. Barrington, Mr. Aston, Mr. A. Hamilton, Colonel Chapman, Commander and Mrs. Acton, Captain Cayley, Hon. Captain F.W. Lyons, Mr. F. Hicks, Colonel and Mrs. Wrigley, Mr. and Mrs. Stubb, Captain Simpson, Rev. Fugler Pegg, Mrs. Woodridge, Captain Power, Mrs. Barrington, Colonel Stappell, Hon. Mr. Hayatt, Major Taylor, Rev. O.R. Hughes, Captain Agg, Hon. Mr. Wei, Mr. Yau, Mr. Chapman, Mr. Halo, Mr. Amarat, Mr. Cooke, Captain Hunt, Colonel Hamilton and Mrs. Hamilton, Mr. Lloyd and Captain Mitchell Taylor.

Later the royal party left by the S.S. Australia for the North route to Vladivostok where a special train will convey them to Europe. H.R.H. Prince Chakrabong is to represent his brother, the King, of Siam, at the Coronation of King George.

## DANGER AVOIDED.

There is little danger from a small vessel in harbour of bringing its own wireless apparatus into operation is only granted within four specified hours out of every twenty-four, and that

NEWS OF THE DAY.  
To-day's edition for Para rubber, per Messrs Vernon and Smyth is 1s. 1d.

The French Mail of the 29th March was delivered in London on the 26th April.

The Station Hotel, Kowloon, announces as one of their attractions a fine new billiard table by Hanning Bros.

Everybody is appreciating the decided drop in the temperature to-day. We had almost made up our mind that Summer had come to stay.

Two postmen were charged before Mr. E. R. Halliday, at the Magistracy this morning, with behaving in a disorderly manner and using abusive language. Mr. J. H. Gardiner appeared to defend and the case was remanded.

The further cases of plague are notified, thus bringing the total for the year up to five. The latest occurrences are respectively from 208, Des Voeux Road West and 3975 Queen's Road West. Both are Chinese.

The following telegram was received at the American Consulate from the Manila Observatory at 12.40 p.m. to-day:—"Manila, April 27th, 1911, 11.40 a.m. Low-pressure area over northern part China Sea. A typhoon may develop in it to the E.N.E. or N.E. of Pampala."

Next troopings season, the 1st Battalion Royal Inniskilling Fusiliers will leave Tientsin, North China, for India, and will take over quarters at Mhow, where the 6th Inniskilling Dragoons are quartered. The 2nd Battalion Somersetshire Light Infantry, now at Malta, will replace the Inniskillings in North China. The 2nd Battalion of the Somersets was never previously, we believe, in China.

A fire broke out in a house at No. 101, Main Street, Shapikwan, East, and did damage to the extent of \$1,400. The local Fire Brigade turned out promptly but the whole house was gutted before the fire could be extinguished. The house next door suffered slightly by water, the firemen having directed their attention principally to saving the adjoining buildings.

In regard to the arrangements for the Coronation Service, the King has decided that the Archbishop of Canterbury shall, in accordance with continuous precedent from early times, crown the Queen as well as the King. Practically, the only exception to this was at the Coronation of King Edward VII, when Queen Alexandra was crowned by the Archbishop of York. By His Majesty's command the Sermon at the approaching Coronation will be preached by the Archbishop of York.

We regret to state that some two days ago Mrs. Spoorberg, sister of Mrs. Leffers Knox, and the misfortune to fall from her horse while riding on one of the middle levels in company with Mr. Laurier. The horse suddenly shied at a bundle of rags lying in the road, and Mrs. Spoorberg was badly thrown, with the result that she sustained a broken rib. She was at once taken to Mrs. Knox's residence, where she received medical treatment, and is now progressing as well as can be expected.

A report on the Colony's assessment for the year 1911-12, laid on the Legislative Council table this afternoon, stated that in the city of Victoria the taxable value has increased from \$8,961,905 to \$9,008,555, an addition of \$46,650 or 0.49 per cent.; while for the whole Colony it has advanced from \$11,082,179 to \$11,161,390, an addition of \$79,211 or 0.71 per cent. The number of reported vacant tenements in the City of Victoria inspected under Section 35 of the Rating Ordinance averaged about 105 monthly as compared with 135 last year.

At a meeting of the Chartered Bank of India, Australia and China, states a London telegram dated March 30, the chairman discussed at some length the growing importation of gold into India of which during 1910 upwards of sixteen millions had disappeared into circulation or was being hoarded. He further commented on the increasing use of gold in India instead of rupees. He was unable to say what the ultimate effect would be, but there was no need for apprehensions in this connection at present in view of the increase in the gold output of the world.

## SOCIAL AND PERSONAL.

On his elevation to the Pousage Mr. Haldane, it is stated, will take the title of Viscount Haldane of Cloon.

The King has been pleased to approve of Mr. Johan Erik Ewald Eklund as Consul-General of Sweden for the Colony of Hongkong.

Mr. Montague Eds was sworn in the Morning of the Legislative Council this afternoon in place of Mr. Hon. Mr. E. O'Shorne.

The death of Mr. William Cartwright, formerly Commissioner of the Chinese Imperial Maritime Customs, took place at Mentono on 18th March. Death was due to heart failure following an attack of pleurisy. Mr. Cartwright possessed an intimate knowledge of Chinese politics and finance, and was well versed in Peking matters. During the time, now 20 years ago, he was Chinese Secretary of the Customs at Peking he was one of Sir Robert Hart's most able lieutenants.

## HONGKONG HISTORICAL RECORD.

From the Colonial Secretary we have received a copy of the Historical and Statistical Abstract of the Colony of Hongkong. This publication, which covers the whole period from the taking over of the Colony in 1841 down to the end of 1910, is the first issue of a new series, for from now onwards the Abstract is to be printed once in every ten years. The reason for this step is that the publication is a most useful record for reference—a point on which everybody will agree who looks through its pages. In the briefest manner possible principal events, trade and industries, public works and legislation are set forth for each year, while the statistical abstracts disclose a mine of information in tabulated form. A number of new sub-heads have been added in bringing the book up to date, the chief of which is that of "Undertakings of Government" under the Finance section for 1910. This includes the Post Office and the Kowloon-Canton Railway.

## THE BARMAID QUESTION.

## Publican Fined.

The case was continued at the Magistracy this morning, in which William Krater, licensee of the Rose, Shamrock and Thistle Hotel, was charged with permitting a woman to entertain customers by playing the piano in the bar-room of the Hotel on the 17th inst.

Mr. P. J. Wodehouse, Deputy Supt. of Police, prosecuted, and Mr. J. H. Gardiner defended.

Mr. Gardiner said he was calling further evidence to show that neither the defendant's daughter nor any other girl was playing the piano that evening.

J. Souza, a piano player, stated that his friend, who had gone to Macao, had asked him to play for him for three days, at defendant's public house. Witness played on the 16th from 8 o'clock to 11.30 p.m. in the evening. The next night the piano was played very little. He left it for a few minutes to get a drink, but he only left it as there were few people in the bar. He saw nobody—no woman or child—playing the piano that night and he did not see defendant's daughter at all.

His Worship—How were you dressed?—White jacket and black trousers.

How long were you away from the piano?—Two or three minutes.

Only once?—Two or three times.

You were not playing all the time?—Not continually.

Mr. Wodehouse—Was there any other male pianist there that night?—I was the only one.

Did any soldier sing at the piano?—No. Captain?—Some soldiers talked to me.

Private F. Stampton, O.Y.L.I. disposed to being in the bar on the night in question and left at 11.30 p.m., having been there since after 7 p.m. During the time he was there there was no female playing the piano. The last witness was playing the piano.

By His Worship—Defendant's daughter or wife was not there on that occasion, and he did not see them the whole evening. There was no singing of any kind that night. It was wrong that a soldier sang and that defendant's daughter accompanied him on the piano.

Mr. Wodehouse—How many drinks did you have?—I don't know; one or two. I have as many as I like when I go out to enjoy myself. I was perfectly sober when I left.

Mr. Rose was next called and disposed to being in the bar on the occasion in question and while he was there he did not hear or see any girl playing the piano. He did hear two or three soldiers singing. He was quite certain no female was playing while he was there.

His Worship—Was there a Portuguese there?—Yes.

How was he dressed?—In a black coat. You are sure of that?—It was a dark coat. Not white?—No, sir.

You have no doubt of the date?—No, sir. Mr. Gardiner said that was the case for the defence and in view of the strong contradictory evidence of the defence against the only evidence of the prosecution Mr. Murphy he asked that defendant be discharged.

Mr. Wodehouse asked that in view of the extraordinary nature of the defence he be allowed to call rebutting evidence.

His Worship—I am satisfied I must convict. A fine of \$25 was imposed.

## PHILHARMONIC CO. CERT.

The following is the programme of the Philharmonic Society's concert to be given in the City Hall to-morrow evening at 9.15 p.m.

PART I.  
1. Liebestraum, Op. 1, No. 3, F. von Liszt.  
2. Song, "Le balais," J. Goring Thomas.  
3. Allegro, (Sonata for Violin and Piano) by Schumann.

4. Duet, "Nocturne," Chopin.  
5. Presto and Finale for Piano and Orchestra, Mendelssohn.

PART II.  
6. The Ancient Mariner, Berlioz.  
7. The Swan, Mrs. Goldsmith.  
8. The Swan, Mrs. Goldsmith.

9. The Swan, Mrs. Goldsmith.  
10. The Swan, Mrs. Goldsmith.

The booking plan is to be seen at Messrs. Lane, Crawford & Co., and tickets are 2s. each.

## CHINA'S LOAN FROM JAPAN.

## EAGERLY TAKEN UP.

(Independent News Agency's Service to the China Mail.)  
Tokyo, April 27.—The Chinese loan from the Yokohama Specie Bank has proved a big success, and the public is very forward in its applications for subscription. Even before the issue of the loan, English financiers have already applied to subscribe a big sum. So far out of these applications only Yen 5,000,000 has been officially accepted.

## AMERICA IN THE EAST.

## NEW COMMERCIAL COMMISSIONERS.

(Independent News Agency's Service to the China Mail.)  
Tokyo, April 27.—

The United States Government has just made three new appointments of Commercial Commissioners who are to come to the Far East to study export trade. One of the number has been already despatched.

## HORSE RACING.

## TWO THOUSAND GUINEAS RESULT.

(From Our Own Correspondent.)  
London, April 27.

The result of the Two Thousand Guineas is as follows:—

Sun Star ..... 1.  
Steadfast ..... 2.  
Lycan ..... 3.

The winner got home two lengths ahead of Steadfast.  
The betting was 5 to 1 against Sun Star, 100 to 9 against Steadfast and 50 to 1 against Lycan.

## ENGLISH OUP FINAL.

## BRADFORD WIN IN THE RE-PLAY.

(From Our Own Correspondent.)  
London, April 27.

The re-play in the final for the English Football Cup took place at Manchester yesterday in the presence of a huge crowd of spectators.

The finalists were Bradford City and Newcastle United, and the result was a win for the former by 1 goal to nil.

After Bradford had scored, the Newcastle forwards made a prolonged attack on their opponents' goal and several times came near scoring.

In the concluding stages of the game Newcastle made desperate efforts to equalise, but they could not get through Bradford's solid defence, and lost the game as stated.

(Note—Last year Newcastle United won the Cup for the first time, beating Burnley by 2 to nil after a drawn game of 1-1 had been played.)

Newcastle has been notoriously unlucky in the final, having got through to the last round on five occasions but only winning once.—Ed. C. M.)

## PARTITION OF MOROCCO.

## GERMAN DEMANDS.

(Reuter's Service to the China Mail.)  
London, April 25.

A message from Berlin states that Herr Paugerman, editor of the Rheinische Westfälische Zeitung, says that if France seriously resists the German demand for the partition of Morocco she will bear the responsibility of war.

## TURKS DEFEATED BY ALBANIANS.

## TWO COMPANIES AMBUSHED.

(Reuter's Service to the China Mail.)  
London, April 25.

Telegrams from Vienna speak of the severe defeat of the Turks by an Albanian Catholic tribe on the heights east of Tusi.

According to the Turkish official account several detachments of Albanians surrounded two Turkish Companies sent from Tusi and ambushed them.

Twelve Turks were killed and many wounded.

## THE ASIA AT THE MERCY OF PIRATES.

The a.s. Chenan arrived in port to-day from Shanghai. Capt. Lloyd Jones reports that on the 25th inst. he saw the J.s. Asia ashore on Finger Rock. He took his vessel close up to her, but soon saw that all Europeans had abandoned her. The wrecked steamer was swarming with Chinese, who were busy in looting operations, apparently getting everything they could possibly lay their hands on.

## THE FOLLIES.

Messrs. S. Moutrie and Co. inform us that we may expect an event with "The Follies" on Saturday, the 18th proximo.

The Company have to fulfil an engagement at the Club Theatre, Canton, on the 16th and 16th and will play here on their way through. Further particulars will appear in our advertising columns later.

The armoured cruiser Defence has been selected to act as escort to the King on his visit to India. This will, somewhat delay her departure for the China station, says Truth. Upon the arrival of the King the Defence will immediately proceed to Hongkong. She was got up as a "show ship" to escort the Balmoral Castle to South Africa, and, although she went through the late manoeuvres off the coast of Spain, she still wears a yacht-like appearance.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors,

A. Charlton,

SECRETARY.

Hongkong, April 17, 1911.

## ASTOUNDING CANTON RUMOURS.

## ARE THE TROOPS LOYAL?

## REPORTED PLAN FOR SEIZING CITY.

(Wah Te Yai Po's Service.)  
Canton, April 27.

There are constant and serious rumours here to the effect that the newly-trained soldiers are in league with the Revolutionists and that they intend seizing the city on the first day of the fourth moon, that is on April 29th.

It is further said that the Army officers, on hearing this, ordered that all the rifles in the hands of the troops should be relieved of certain parts of their mechanism in order that they may be rendered useless, and in this way to ensure that the rebellious soldiers shall have no arms with which to fight. Yesterday, and again to-day large numbers of people left the city, many going down to Hongkong.

## AMERICA AND JAPAN.

## SPEECHES BY PRESIDENT TAFT AND AMBASSADOR UCHIDA.

(Reuter's Service to the China Mail.)  
London, March 27.

A telegram from New York states that at a banquet held under the auspices of the American Asiatic Society the Right Hon. Mr. Philander Knox, Secretary of State, and Mr. Uchida, the Japanese Ambassador, dwelt on the existing harmony between Japan and America.

President Taft wrote saying that the recently-negotiated Treaty between the two countries showed a friendship so strong that they could well afford to regard with complacency mischievous and malicious rumours which lacked foundation.

Mr. Uchida said Japan would never go to war with America unless forced to. Japan's ambition was not to see the Japanese flag dominate the Pacific, but to see the Ocean hung with the mingled splendours of the Stars and Stripes and the Sun flag of Japan.

The Asia at the mercy of pirates.

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Hongkong, April 17, 1911.

## H. Price &amp; Co., Ltd.

## NOTICE TO SHAREHOLDERS.

The FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES at 12, QUEEN'S ROAD CENTRAL on SATURDAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors,

A. Charlton,

SECRETARY.

Hongkong, April 17, 1911.



## KOWLOON RAILWAY EXPENDITURE

## Discussed by Legislative Council.

## Colonial Secretary's Vigorous Report.

The resolution "It is hereby resolved that a sum of \$412,501.50 be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1911," proposed by His Excellency the Governor, at the last meeting of the Legislative Council, came up for discussion at the meeting this afternoon.

Hon. Mr. Clements said:—Sir, I request the permission of Council to resume the discussion of the resolution with amendments on the Orders of the Day and was adjourned at our last meeting. The resolution proposes in effect that out of the unexpended balance of the railway loan authorized by Ordinance No. 11 of 1908 a sum of \$412,501.50 should be advanced out of the requirements of the British section of the Kowloon-Canton Railway during the current year. What these requirements are is stated in detail in the 5th column of the 1st table appended to Mr. Lindley's report of the 26th inst., which I had the honour to lay on the table of this Council last Thursday, and I confidently look for the support of honourable members in passing the present resolution, since it not only covers the cost of completing the main line from Fan-tien to Shau-keek and considerable additions to rolling-stock on account of through traffic to Canton; and nevertheless shows a saving of \$74,568.11 on the revised estimate which was presented to Council and approved by the Chamber of Commerce. The Honourable member said:—"I doubt if any other railway in the world, with the exception of one or two in South America, has ever cost such a terrible sum of money. I certainly think that those who are responsible for the construction and expenditure have not had the proper interests of the taxpayers before them." He said that the original estimate for the line "was something between 5 and 6 million dollars." He expressed the opinion that the "British section of the Kowloon-Canton Railway" was "over comparatively simple country," and he finally made, without the slightest hesitation, the statement that "there is no necessity for a railway 22 miles long to go to the expense of keeping two large stations fully equipped, which cannot possibly be kept fully employed."

Sir, it has been said by Mr. Clements that "it is a good deal better to have a railway 22 miles long to go to the expense of keeping two large stations fully equipped, which cannot possibly be kept fully employed." It is a good deal better to have a railway 22 miles long to go to the expense of keeping two large stations fully equipped, which cannot possibly be kept fully employed. It is a good deal better to have a railway 22 miles long to go to the expense of keeping two large stations fully equipped, which cannot possibly be kept fully employed.

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colverts, many heavy cuttings, high banks, and an exposed road, and often built through the sea—all in a length of 22 miles. If such works are required in "comparatively simple country," then I take it the honourable member would consider it extraordinary unless it were so rugged that remunerative railroad could not possibly be constructed through it.

The Honourable member referred to Mr. Bruce's original estimate of \$5,000,000. But Your Excellency explained to the Council that long as the 26th February, 1908, and again on the 10th June, 1909, at meetings attended by the Honourable member, that Mr. Bruce's figures were in no sense a detailed estimate, that no drawings or calculations of quantities and costs were supplied with his estimates; and that his estimate was considerably altered by Mr. Bruce. Mr. Bruce's problem was to determine which of three suggested routes the railway should take, viz. whether it should be built via Castle Peak and San Tin, via Chong-shi-wan along the line of the Tai-po Road or through the Beacon Hill. He made preliminary surveys and estimates and decided finally, as all experts agreed, rightly—in favour of the Beacon Hill line. There his work ended. The first detailed estimate was that submitted by Mr. Bruce in June, 1907, and amounted to \$8,000,042. That estimate was revised by Mr. Bruce in 1908 and increased to \$11,004,128. It was again revised in 1910 and increased to \$12,371,488. It has now been finally revised by Mr. Lindley and reduced to \$12,236,023. The reasons for these variations in the estimate were fully explained to the Council in Your Excellency's speeches of 18th May, 1907, and 10th March, 1910, as well as in the minutes of the Council, and at the last meeting of Council, and in order to avoid vain repetition I would request honourable members to be good enough to re-read these speeches, in which they will find a full account of the financial history of the railway. I would also invite reference to the "Statistics of the Kowloon-Canton Railway" of 28th February, 1910, and the 26th inst., both of which have been laid on the Council table.

The Honourable member for the Chamber of Commerce doubted whether any railway in the world cost one or two in South America had ever cost so much as ours; and he placed the cost of our railway at what he called "the incredible sum of something like \$20,000 per mile." Presumably he arrived at this figure by taking the total revised estimate of \$12,236,023 and dividing it by 22 miles, the product thus obtained being some \$559,351 per mile; but it must be remembered that the very heavy cost is due directly to the very short length of our railway, and to the unfortunate fact that the British section runs through extremely difficult country. I have been informed by Mr. Chao Ching-hua, manager of the Chinese section of the Kowloon-Canton Railway that the probable capital cost of the Chinese section, which is 89 miles long, does not run through comparatively simple country, but will be some \$15,000,000. Therefore the capital cost of the whole line from Kowloon to Canton will probably be \$27,796,023 for a length of 111 miles, or \$250,442 per mile—by no means an "incredible sum." But judgments by averages and percentages tends often to be fallacious and I would refer honourable members to the judicious remarks made by Mr. Murray Stewart in this Chamber on the 10th June 1909. He said:—"A very misleading impression is created by simply taking the total of the revised estimate (for the railway) and dividing it by the number of miles between Kowloon and Sham Chun. The product is startling, but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony."

It will I submit, Sir, be much more to the point if the Honourable member for the Chamber of Commerce can indicate in less general terms in what way, if at all, money has been wasted. I have consulted Mr. Lindley and I give the following figures and comments upon his authority. The cost of the Beacon Hill single-track tunnel was \$455.29 per foot—in Mr. Lindley's opinion moderate; the average cost of the other 4 double line tunnels was \$370.74 per foot—very cheap for such work. Reclamation also was very cheap; it cost 65 cents a foot—"The rates paid for earthwork and bridging were extremely moderate, and in fact, the engineering staff (working in Kowloon) was very cheap. It is unfortunately true that owing to the failure of some major and minor bridges a loss of \$94,378.97 was incurred, but the Engineer responsible for the error was judged to be at fault, and the failure was left to the service of this Government, and I would remind you that the loss in question amounts to no more than 0.7 per cent of the capital cost of the line. Can the Honourable member point out any other item on which there has been waste of public money by the engineering staff of our railway? If he cannot, I beg to suggest to him that he should withdraw the Undersecretary which he cast upon the past and present staff of our railway in saying that "those who are responsible for the construction and expenditure have not had the proper interests of the rate-payers before them," and that he could "not understand how it is possible they can say they have done the best they can in the interests of the rate-payers." I do not think that the Honourable member could have weighed these words before he used them; and on behalf of an exceedingly hard-working staff of British engineers who have given their best efforts to the construction of the railway and who cannot themselves reply to the Honourable member's criticism, I emphatically repudiate the suggestion that they have not conscientiously endeavoured from first to last to construct the line with the utmost care and economy.

I submit, Sir, that the true method of analyzing our expenditure on the railway is not to say that the cost of the line is 22 miles and that it has cost \$250,442 per mile; but, rather, to say that 6 miles of our line built over comparatively simple country cost \$110,618 per mile; that 14.13 miles in very rugged country cost \$1,133.54 per mile; and including 34 acres of reclamation available both for railway purposes and for lease to the public, cost \$377,490 per mile; and that 1.23 miles of tunnelling in rock cost \$2,569,023 per mile. This leaves a balance of \$4,534,543 which is not directly chargeable to construction and includes such items as \$615,000 for reclamation of Blackhead, \$578,000 for purchase of rolling stock, \$310,892 for the construction of a sea-wall, dredging, and concrete, \$124,000 for workshops, \$72,000 for the Fan Ling branch line and further sums on account of interest and house charges. I venture to think that expert opinion

will pronounce these figures to be very moderate, and in conclusion I may add upon the authority of Mr. Lindley that there is no better laid road-bed out of England than that of the British Section of the Kowloon-Canton Railway. Mr. Howett asked if the \$747,000 spent on public works and which was transferred to the Public Works Department included the two lots on Salisbury Road and the reclamation ground at Blackhead Point, a property resumed by the Government and which was sold by the Government at a profit. He should like an answer to that before he went on with his speech.

His Excellency said that the two lots were included in the total sum debited to the railway. They had been acquired by the Colony and could be disposed of either to the Colony or to private persons at any time. Blackhead's reclamation had been debited to the railway. There would be considerable area of the reclamation which would not be used for railway purposes and this would be available for lease or rent. The matter was not an important one and for the moment had not been decided.

Hon. Mr. Howett continued that they had to pay \$12,300,000 on the railway as it stood and the amount did not cover the amount of the terminal station. In addition there was \$70,000 or \$80,000 for the cost of the railway station. He did believe that if the railway had been constructed on a proper system instead of by day-to-day work, they might have got the railway completed quicker and at less cost. They were still in doubt as to where the terminal station would be, but he gathered that in the building cost of the railway—\$12,300,000—there was a sum of seven and a half lakhs which had been included for land which was now required at present and would have to be disposed of later.

He was much afraid that it would be some considerable time before the Colony which were now in existence in the Colony were fully required for the railway. In view of the personal attack which the Hon. Colonial Secretary had made on him he would speak for himself and without the consent of his colleagues although he trusted that they would endorse his remarks. The letter written to the Hongkong Telegraph under a nom de plume was not worthy of the attention of a high official and was certainly not to be weighed in the manner it had been weighed. Mr. Howett went on to say that after the last meeting of the Council a man, who presumably had had a half-digested breakfast and certainly had not digested the report of the meeting, wanted to "have it out" with him for attacking the engineers. He had assured him later in the day that what he had said was not as such on the engineers, and he was astonished that the Colonial Secretary should think it was. His words were directed to the whole system and not to the officials. Still, he did consider that most money had been spent on the railway.

Hon. Mr. H. E. Pollock, K.C., said that the words used by the hon. member were calculated to throw a slur on the engineers. The speaker dealt with previous speeches on the railway and thought sufficient explanations had been given on previous occasions.

It did not appear, judging from the reports in *Hongkong*, which was far from evidence to take, that on October 21, 1909, the official members took any opportunity for criticizing the railway policy or the inclusion of the \$12,300,000 on the table on May 13 of the same year, or on later occasions when the estimate had moved up some what until it was at the present figure.

The hon. member had made statements which were contradictory. He admitted that he had received good value for the money spent on the railway. That was what he (the speaker) contended.

Hon. Mr. Howett said he must object to mis-statements. He had not said that they had received good value for the money spent on the railway. What he did say was that they had received good value for their money as regards the rolling stock, tunnelling, and permanent way. But that did not mean that they had got \$12,300,000 worth for their money.

Hon. Mr. Pollock accepted the correction and said that the prospects for the railway were greater than they had expected. He did not propose to deal with the working agreement with the Chinese, for he had the greatest admiration for the ability of the Chinese and although a working agreement had not yet been arrived at, he thought the Chinese would eventually come round to their way of thinking.

After further discussion the resolution was adopted.

**CANTON'S FINANCIAL DIFFICULTIES.**

It is reported that the Viceroys of Canton does not find revenue coming in so rapidly as was anticipated since the gambling dens were closed. Moreover the closing of the two banks Yuen Fung and I Shih has upset the money market, made money scarce, and otherwise disjoined matters. His Excellency has therefore sent a telegram message to Peking, to the Imperial Treasury, in which he has requested permission to issue Government notes to the extent of three million and a half dollars. If the Board at Peking had given its consent the first issues would have been made during the coming autumn. These were to be redeemed gradually until the end of the sixth year of Sun Tung. The reply however, is not exactly what was hoped for. The Viceroy is told that the Board does not look with favour upon this method of raising funds for local purposes. Meanwhile, it is regretted that the present is a critical time for Kowloon, because of the closing of the gambling dens, but the Board's view is that "the time is between green and yellow"; that is to say, the time of harvest has not yet arrived. Therefore, some leniency may be shown. In fact, permission has been granted for the issue of notes to the extent of two million dollars. On the other hand the redemption of these bonds is not to be delayed till the date suggested, but every effort is to be made for their redemption as speedily as possible. The postponement to any fixed date is in opposition to the principles now directing the policy of the Board of Revenue. His Excellency has, therefore, conforming to these instructions, ordered the official bank in Canton to set about preparing to issue the notes which have been sanctioned.

## LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council held to-day. There were also present:—

Hon. Mr. C. C. CAMMANT, Acting Colonial Secretary.

Hon. Mr. C. G. ALABASTER, Acting Attorney General.

Hon. Mr. A. M. THOMSON, Colonial Treasurer.

Hon. Mr. W. CHATHAM, C.M.G., Director of Public Works.

Hon. Mr. A. W. BRAWLEY, Registrar General.

Hon. Capt. F. W. LYONS, Acting Capt. Supt. of Police.

Hon. Dr. Ho Kai.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. Wai Yik, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. H. KASWICK.

Hon. Mr. E. OSBORNE.

Hon. Mr. MONTAGUE EDE.

Mr. R. CHORLEY (Clerk of Council).

**THE FLOODING ORDINANCE.**

Hon. Attorney General proposed the second reading of the Bill entitled An Ordinance to amend the Flooding Ordinance, 1908.

Hon. Colonial Secretary seconded and the Bill was read a second time.

The Council went into committee on the bill.

**QUESTIONS BY DR. HO KAI.**

Hon. Dr. Ho Kai gave notice that at the next meeting of the Council he would ask the Government to lay on the table a return of the total amount of revenue in the total amount of expenditure, the amount of the margin; the amount of the military contribution; and the amount of Public Works extraordinary from the years 1896 to 1911 inclusive.

**FINANCE COMMITTEE.**

At a meeting of the Finance Committee subsequently held, the Colonial Secretary presiding, the following votes were considered and passed:—

**LEGAL.**

A sum of \$3,423.57 in aid of the Judicial and Legal Departments, D.—Law Officers, Personal Emoluments, Crown Solicitor's Office, Crown Solicitor (being salary of Mr. J. H. Kamp O.B. of £900 per annum for the period from 1st January to 31st August, 1911).

**SPORTING.**

**Cricket.**

R. A. M. C. AVERAGES.

The Cricket averages of the R. A. M. C. for the season are as follows:—

**BATTING.**

Names. No. of Innings. No. of Runs. Total runs. Average.

Major F. S. Penny 18 5 62 286 25.00

Lt. Col. Fayer 12 0 42 187 15.58

Q. M. S. Davies 22 4 48 231 19.16

Sgt. Wills 22 2 37 217 10.85

S. Major Elder 30 0 25 316 10.53

Capt. B. A. Craig 5 1 22 41 10.25

Capt. A. D. Waring 16 0 46 162 10.12

Pte. Riley 25 1 36 219 9.12

Sgt. Worswick 25 0 28 216 8.64

Pte. Price 11 4 26 56 9.00

Pte. Claford 12 4 12 49 6.12

Pte. Stammers 25 0 33 143 5.72

Pte. Haigh 15 5 104 49 4.90

S. Sgt. Worsop 16 2 12 56 4.00

Pte. White 13 1 13 35 3.20

Pte. Hill 8 0 5 15 1.98

\*Signifies "Not Out."

**BOWLING.**

Names. No. of overs. No. of runs. Total runs. Average per wicket.

Pte. Riley 137 5 72 489 6.79

Sgt. Worswick 75 8 34 260 7.84

Q. M. S. Davies 181 10 78 644 8.25

Sgt. Wills 111 12 32 475 12.83

Pte. Hill 64 0 16 218 13.60

Lt. Col. Fayer 51 4 19 299 15.73

S. Sgt. Worsop 29 0 8 189 23.62

**Boxing.**

**English Amateur Championships.**

The following are the results of the Amateur Boxing Championships held at the Alexandra Palace:—

Bantam Weight—Allen, of the Polytechnic.

Feather Weight—Bower, of St. Pancras.

Light Weight—Spenceley, of the Old Goldsmiths.

Middle Weight—Child, of Cambridge.

Heavy Weight—Smith, of the Metropolitan Police.

**French Boy Beats Tennis Champion.**

Wilding, the all-England tennis champion, was defeated in the final for the French championship by a French boy aged sixteen, named Laurence.

The winner showed wonderful form all round.

**The Metropolitan Stakes.**

The result of the Metropolitan Stakes was:—

Kilbroney 1

Bogotow 2

Clanmoly 3

The race was won by a length. Betting 6 to 1 against Kilbroney, 11 to 2 against Bogotow, 100 to 8 against Clanmoly.

Whelan Italian cyclist was endeavoring to carry smuggled goods across the Alps in an aeroplane, his machine fell with him. He was injured at the neck of the neck with both legs broken. He had spent the whole of one night in the snow.

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Hongkong, November 29, 1910. 1441

**BANDMANN OPERA CO.**

**Two Artists Indisposed.**

It was a great disappointment to the very large number who assembled at the Theatre Royal on Wednesday night, to find that the Bandmann Opera Co., who concluded a most successful season in Hongkong last night, were unable to stage "A Waltz Dream" owing to the sudden indisposition of Miss Madge Vincent and the continued illness of Miss Romier. However, while by no means compensating for the disappointment experienced, the company gave a variety of entertainment which was certainly meritorious to have been arranged on the spur of the moment. A number of interesting songs and dances were given by the several members, but by far the most comical were those of Mr. A. Frith, who was recalled again and again. The person who, at the invitation of Mr. Stamford, was asked to select something from the *China Menu* to be sung to extemporized music, must have been something of a local wag for the particular article selected was none other than the names of those present at the meeting of the Sanitary Board the previous day! The way in which Mr. Stamford sang the words to his own accompaniment was indeed amusing and it simply brought the house down.

The company left to-day for the North by the English Mail.

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Steamers	Tons	Leave Hongkong	Connection Steamers	Tons	Leave	Due
ASSAYE	7800	May 13	Morea	1000	Saturday	June 2
DELTA	8000	May 27	Morea	1000	Sunday	June 16
DEVANHA	8000	June 10	China	1000	Sunday	July 1
DELTA	8000	June 24	Malwa	1000	Monday	July 15
ARCADIA	7000	July 8	Macedonia	1000	Tuesday	July 29
DELTA	8000	July 22	Marmora	1000	Wednesday	Aug. 12
ASSAYE	7800	Aug. 5	India	1000	Thursday	Aug. 26
DELTA	8000	Aug. 19	Malwa	1000	Friday	Sept. 9
DEVANHA	8000	Sept. 2	Morea	1000	Saturday	Sept. 23

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NILE	6700	June 14	July 31
NUBIA	5900	July 28	August 14
SYDIA	6700	August 11	September 4
SYDIA	6700	August 25	September 18

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Steamship	Tons	Captain	For	Outgoing Date
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	Saturday, April 29, at 4 p.m.
RUBI	4,000	S. Oraby	Manila, Cebu & Iloilo	May 10, at 4 p.m.

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SUVERIC	2232	F. S. COWLEY	4th May.
KUMERIC	2232	G. B. COGHEE	30th May.
LUCERIC	2400	J. MATTHEW	30th June.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steering passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Ottier" also, having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

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Hongkong, February 8, 1911.

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PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
AMERICA MARU	11,000	A. G. STEVENS	Friday, May 5, 1 P.M.
TENYO MARU	21,000	E. BENT	Friday, May 12, 1 P.M.
NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 P.M.
CHIYO MARU	21,000	W. W. GREENE	Friday, June 30, 1 P.M.

\* Triple Screw, turbine engines. \* Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 6th May, at 1 P.M.

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Only Regular Direct Service to Mexico, Peru and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 P.M.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 13, 1 P.M.
BUYO MARU	10,500	K. HANABISHI	Saturday, Oct. 14, 1 P.M.

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL, via MOJO, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO &amp; ICHIQUE, on SATURDAY, the 17th June, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
TO NEW YORK	£ 80-0-0, " "
TO LONDON	£ 71-10-0, " "
TO VALPARAISO	£ 125-0-0, Return 6 months.
TO SALINA CRUZ	£ 125-0-0, " "
TO VALPARAISO & ICHIQUE	Yen 420.00, Single
TO VALPARAISO & ICHIQUE	Yen 570.00, " "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officers of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy and U.S. Consular Officials stationed at ports of call.

To all Ports:—Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Recently speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars apply to

K. MATSUDA, Local Manager,  
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

A HISTORY OF UNION CHURCH	A RAMBLE SOUTHERN FORMOSA.
By the Rev. G. H. BONFIELD and BYER BALL, M.R.A.S.	With Woodcuts.
Edited by Rev. C. H. HICKLING.	Price..... 39 cents.
To be had at the 'China Mail' Office, 5, Wyndham Street.	To be had at the 'China Mail' Office.
Price..... 31/00	

## Shipping.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	May 5.	May 2nd, at 11 a.m.
ST. ALBANS	June 2.	May 27th at Noon.
EASTERN		June 24th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans, and duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.Head Office for the Far East: 18, DES VUEX ROAD CENTRAL, HONGKONG.  
SHANGHAI, 2-3, FOOHROW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

## Regal Boots

AND  
Shoes

FOR SALE

AT REASONABLE PRICES.



## THE SAVOY.

8, D'Aguiar Street  
(Opposite Court House).

## WING ON Co..

TAILORS AND OUTFITTERS, EXPORT AND IMPORT MERCHANTS

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches &amp; Clocks.

The Cheapness and quality of their Goods have no equal.

209-213, DES VUEX ROAD CENTRAL.

107 &amp; 108, CONNAUGHT ROAD CENTRAL. (Trains pass the Door)

Telephone 188.

Hongkong, August 15, 1910.

## THE CHINA MAIL, LTD.

NDERTAKES -

ALL SORTS OF ARTISTIC JOB-PRINTING

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECT

TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE,

5, Wyndham Street.

European Supervision Moderate Prices

The Latest

Fullest and

Most Accurate

SHIPPING NEWS

PUBLISHED IN THE

'China Mail.'

SHIPPING MOVEMENTS

CORRECTED DAY BY DAY

The China Mail is the

paper

for

SHIPPING PEOPLE

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, April 26, 1911.

## Notices to Consignees

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship Kaga Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk in the Godowns of Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods unloaded before the 3rd May, will be subject to risk.

No Fire Insurance has been effected. Damaged Packages must be left in the Godowns for examination by the Consignee and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they must be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, April 26, 1911.

TOTO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship

AMERICA MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th inst., at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on THURSDAY, 27th inst., at 4 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown and examination of same to be filed on or before May 10th, 1911, otherwise they will not be recognized.

M. MATSUDA, Agent.

Hongkong, April 26, 1911.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES

THE STEAMSHIP PATHA.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be taken.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 3rd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, April 25, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS &amp; SHANGHAI.

CONSIGNEES of CARGO per Steamship MONGOLIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on April 25th, 1911, will be landed at owners' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on SATURDAY, April 25th, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, April 27th, 1911.

All claims must be filed on or before May 25th, 1911, otherwise they will not be recognized.

FRED J. HAYTON, Agent.

Hongkong, April 21, 1911.

SWEDISH EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

THE Steamship

PEKING.

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optics, Transits, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

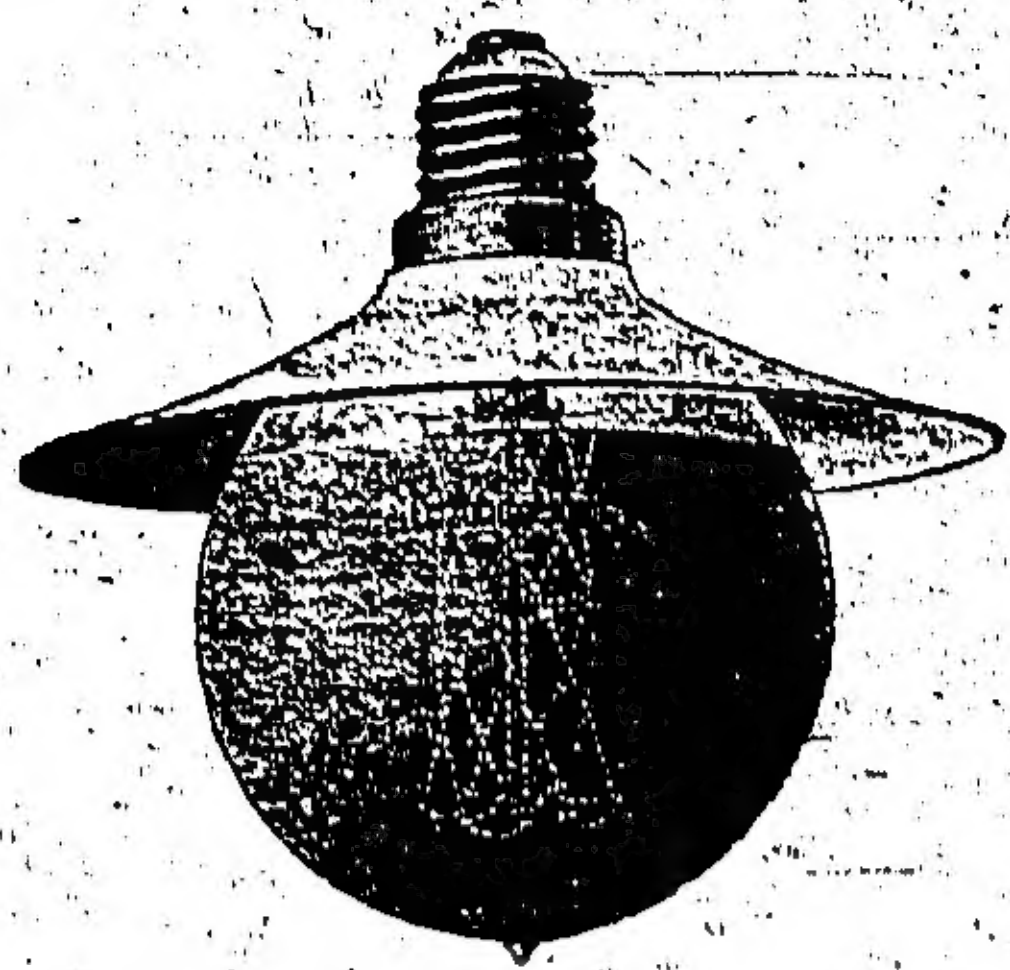
No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 1st May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 1st of May, at 4 p.m.

All claims must be made on or before the 4th of May, 1911, or they will not be recognized.



# MacEwen, Frickel & Co.



## KOLLOID WOLFRAM METALLIC FILAMENT LAMPS.

SPECIAL FEATURE  
PROTECTED AGAINST BREAKAGE BY VIBRATION.

### Great Reduction in Price

75 Per Cent. Saving on Current.

SCREW OR BAYONET FIXING.



We have just received a new consignment of these well-known Metallic Filament Lamps and can supply them at the price of \$1.00 each for 16, 20, 25, 32, 40, 50 or 60 c.p.

MACEWEN, FRICKEL & Co.,

Sole Agents for

JOH. KREMENEZKY, VIENNA.

To-day's Advertisements To-day's Advertisements

## CANADIAN PACIFIC RAILWAY CO.

### FOR VANCOUVER DIRECT.

THE Steamship, SUVERIO,  
From Hongkong, on  
THURSDAY, 4th May.

To be followed by

NUMERIO, 1st June.

Bills of Lading issued to Overland Points in Canada, the United States, and to the West Indies.

For further information regarding freight rates apply to

## CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, April 27, 1911.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading at Hongkong, Madras and Mauritius.

THE Steamship, LIGHTNING,

Captain E. P. Saxe, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 p.m.

For Freight or Passage, apply to

D. SARROUN & Co., Ltd., Agents.

Hongkong, April 27, 1911.

THE CHINA MAIL COLOURED TYPHOON MAP

MOUNTED ON CARDBOARD AND TAYED FOR HANGING

Price 20 Cents.

From the CHINA MAIL Office.

Hongkong, June 28, 1910.

## AN OUTBREAK IN THE NAMHOI PRISON.

A serious outbreak occurred in the Namhoi prison a few days ago. It provides an interesting side-light upon Chinese life. In connection with the prison discipline there was a secretary whose name was Sui Tsung. It appears that he is a genial and humane man, and consequently was on good terms with the prisoners. The spirit of brotherhood was, indeed, so marked and sustained, that the prisoners decided that they would give him a tablet as a testimony of their esteem. There happened, however, to be in the prison a deposed Kueyan, and he, for some reason or other, has always been an object of dislike to the other prisoners, so when they made their presentation he would take no part in it. News of the presentation came to light in a few days, for an account of what the prisoners had done appeared in one of the daily papers. This greatly enraged the prisoners, for they had no desire that their action should be made public. They, therefore, came to the conclusion that this man had sent the report to the paper; so determined to have their revenge. They agreed together to act in unison, and at the appointed hour closed all the inner doors of the prison, thus excluding all guards and soldiers from entering. They then seized upon a piece of wood, which they sharpened by filing with a piece of old hoop iron, and with this they took their revenge upon the unfortunate man. "So badly did they treat him, and so terrible was the pounding to which he was subjected, that his life was spared. Meanwhile the noise was heard outside and attempts were made to force a way into the prison. Not however until Mr Sui came forward and interceded the prisoners to open the gates was admission possible. When the affair was investigated the guilt could not be brought home for no one would say a word as to who were the actual doers of the crime; thus the matter rests till this hour. The wounded man was taken away by agents of the Red Cross Society, for treatment. What is now to be done in the matter does not yet appear. It is felt that it is impossible to punish the whole three hundred prisoners, and yet there is no indication up to the present that the actual ringleaders of the assault will ever be disclosed.

## NOTES FROM AMOY.

(From Our Own Correspondent.)

Amoy, April 24.

THE FLOWER SHOW.

The spring flower show was held in beautiful weather on Saturday afternoon, the 22nd inst. The exhibits, although slightly less than last year, were quite up to the average. There has been a lack of rain, which has mitigated against a really successful show. However, considering the disadvantages, it must be said that the flowers were in splendid condition, and many of the roses, especially, were very beautiful. The special prize, presented by Dr. MacDougall, for the most perfect rose was won by Mr W. H. Wallace.

Mr W. H. Wallace has 24 Grats, 23 seconds, 3 specials; Mr L. I. Thomas has 11 Grats, 4 seconds, 1 special; Mr A. J. Sundius has 10 Grats, 2 seconds, and other winners were—Mr W. R. M'D. Parr, Dr. H. MacDougall, Mr W. Kruse, Mr H. Broderick, Mr W. Wilson, Mr J. P. Morley, Mr J. S. Fenwick, Mr F. W. Fowler, Mr C. A. Mutton, Mr G. F. Graham and Mr A. Nielep.

WATER.

Summer has suddenly sprung upon us, and the temperature has risen more than 15 degrees in 3 days. It is 87 this afternoon, without a cloud in the sky.

As I write the 6 British torpedo boats are coming in from Hongkong and Swatow, en route for Wei-hai-wei.

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## STEAMER PASSED SUEZ CANAL.

March 23, 1911.

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## SHIPPING.

ARRIVALS.

April 26.

Shirako Maru, Japanese str., 2,440 T.

Okuma, Mike April 20, Coal—M. S. N. O.

Kaiyoko, German steamer, 1,250 T.

Roselady, Bangkok April 19, Rice and Timber—Burmastr. & Swire.

April 27.

Delta, British str., 4,780 T. P. Martin.

R.N.R. Bombay April 12, and Singapore 22, Mails and General—P. & O. S. N. O.

Senegambie, German steamer, 3,750 T.

Ekthorn, Tanganyika April 22, General.

Hamana, German str., 1,900 T.

S. Suda, Moli April 21, Coal—Britannia & Co.

April 28.

Okuma, British str., 1,940 T. Lloyd-Jones.

Shirako, American str., 1,400 T. M. O. Smith.

Manila April 24, Hemp and General—Serravallo, Tokyo & Co.

Helena, German str., 771 T. H. Bondron.

Swatow April 23, General—Jensen & Co.

Loringdon, British str., 2,790 T. W. B. Webb.

Swatow, from Capill, Coal—Donwell & Co., Ltd.

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